

COLLEGE TOWNSHIP COUNCIL
WORK SESSION
TUESDAY, DECEMBER 7, 1976

THE JOINT WORK SESSION OF THE PLANNING COMMISSION AND COUNCIL WAS CALLED TO ORDER AT 7:00 A.M. AT THE AUTOPORT IN STATE COLLEGE. THE BREAKFAST MEETING WAS ATTENDED BY FRANK RIEDINGER, KATHARINE COWHER, CLAIRE BROWN, RON WEIS, RON SHORT, MANAGER ELWOOD WILLIAMS, JOHN ZIEGLER, J. CARROLL DEAN, DONALD E. BAILEY, DOLORES TARICANI, ^{CLARENCE TROTTER,} MR. MOHSENIN, DENNIS ELPERN, ROBERT FREDERICK. OTHERS ATTENDING INCLUDED NORMAN KATZ, CHUCK WELSCH, JACK HECKENDORN, PAT HOUSER, AND CAL ZIMMERMAN.

A MAP REFERENCE CORRECTION BEGAN THE MEETING. THE MAP REFERENCE IN A LETTER DATED JUNE 21, 1973 (THAT REFERS TO AN 80-FOOT RIGHT-OF-WAY FROM ZIMMERMAN LAND - MID-STATE - HOUSER SUBDIVISIONS ALONG BENNER PIKE) WAS TO PLAN 1044A. IT IS NOT THE SAME AS THE MAP AVAILABLE AT THAT TIME IDENTIFIED AS MAP 1045A.

CLAIRE BROWN BROUGHT THE MEETING UP TO DATE ON THE BASIC PROBLEM BEFORE THE GROUP: THE PLANNING COMMISSION FEELS THAT AN ACCESS TO BENNER PIKE SHOULD BE PROVIDED FOR FUTURE DEVELOPMENT IN THE AREA NORTH OF THE ZIMMERMAN/HOUSER SUBDIVISION. THE COUNCIL FEELS THAT THE RIGHT-OF-WAY AS DESCRIBED (SPEAKING ABOUT THE ACCESS ACROSS FROM STRUBLE ROAD NOT THE POTENTIAL NORTH ACCESS) MIGHT BE DIFFICULT DUE TO GRADE RESTRICTIONS.

RON SHORT, REGIONAL PLANNING DIRECTOR, DISCUSSED THE VARIOUS OLDER PLANS THAT HAD BEEN AGREED UPON BY HOUSER AND ZIMMERMAN AND THE VARIOUS SOLUTIONS IN EACH AGREEMENT FOR GRADES AND ACCESS. MR. NORMAN KATZ SPOKE BRIEFLY ABOUT ENTRY ONTO BENNER PIKE: HE FELT WHEREVER ENTRY WAS MADE, THERE WOULD BE A GRADE PROBLEM. IT WAS REPORTED THAT MR. FRIEDMAN OBJECTED TO AN OLDER ROAD PLAN BECAUSE IT WOULD POSSIBLY CUT UP HIS COMMERCIAL PROPERTY. BECAUSE OF THIS, A COMPROMISE AGREEMENT WAS WORKED OUT THAT EXISTS AT PRESENT.

MR. CLARENCE TROTTER STRESSED IT WAS NOT THE JOB OF THE COUNCIL OR PLANNING COMMISSION TO DRAW UP PLANS. HE FELT ALL THAT COULD BE DONE WAS TO VOICE OBJECTION TO WHAT IS SHOWN AND GIVE SOME ALTERNATIVE PROPOSALS. MRS. TARICANI ADDED TO THIS BY SAYING THE COMMISSION AND COUNCIL SHOULD BE IN CONCENSUS BEFORE FINAL PLANS ARE DRAWN UP TO SAVE COST FOR THE DEVELOPERS. MR. ZIEGLER REITERATED THE CURRENT RECOMMENDATIONS: 1) TO CLOSE GERALD STREET AND 2) THE ACCESS BE ACROSS FROM STRUBLE ROAD. HE FELT THAT SOMEONE COULD COME UP WITH A MORE IMAGINATIVE PLAN. MR. KATZ AGAIN STRESSED THE GRADE RESTRICTION DIFFICULTY IN CREATING A MEANDERING ROAD. HE ASKED FOR DIRECTION IN THIS REGARD. THE COUNCIL AND PLANNING COMMISSION WAS WILLING TO CONCEDE ON ROAD DESIGN IN FAVOR OF THE BEST OVER-ALL DESIGN.

RIGHT-OF-WAY CAME UNDER EXTENSIVE DISCUSSION. IT WAS MADE CLEAR THAT BOTH DEVELOPERS ARE IN AGREEMENT TO SET ASIDE LAND FOR ACCESS IF THEY DON'T HAVE TO DEVELOP IT. ALL THAT THEY WANT IS AN ENTRANCE ACROSS FROM STRUBLE ROAD ONTO THEIR SERVICE DRIVE.

MRS. TARICANI SUMMED UP THE MAIN REASON FOR THE MEETING WHEN SHE SAID THAT THOUGH THE SECOND, ^{WESTERN} ~~NORTHERN~~ ROAD BE DEDICATED, SHE DID NOT WANT TO COMMIT THE MUNICIPALITY TO BUILD THE ROAD IN THE FUTURE. MRS. BROWN REPLIED THAT WHAT THE COMMISSION WAS TRYING TO DO WAS "PLAN FOR THE FUTURE". THE TWO BUILDERS HAD MET THE WRITTEN REQUIREMENTS. NO ONE COULD SAY WHO WAS RESPONSIBLE FOR THE SECOND ACCESS. SINCE THE SECOND ROAD MAY NEVER BE BUILT, IT WAS THE PLANNING COMMISSION'S VIEW THAT THE BUILDERS SHOULD NOT BE MADE RESPONSIBLE FOR THE COST OF BUILDING. THE QUESTION REMAINED: WHO IS RESPONSIBLE?

IN ORDER TO BRING THE DISCUSSION TO A CONCLUSION, MR. TROTTER MOVED THAT THE PLANNERS GO BACK AND MAKE SOME RE-ALIGNMENT OF THE PRESENT PLAN, ESPECIALLY ACROSS FROM STRUBLE ROAD AND TO FORGET ABOUT THE SECOND ROAD DEDICATION. MRS. TARICANI SECONDED THE MOTION. THOUGH MR. DEAN HAD LEFT, HE WENT ON RECORD FAVORING THIS CONCEPT. ^{COUNCIL} ~~THOSE PRESENT~~ UNANIMOUSLY APPROVED MR. TROTTER'S MOTION. THE MEETING ADJOURNED AT 8:45 A.M.

RESPECTFULLY SUBMITTED,
ELWOOD G. WILLIAMS, SR.
SECRETARY

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